



# Alternate Channel

*The newsletter for and about the members of the*  
**LOUDOUN COUNTY FIRE AND RESCUE SYSTEM**

**SEPTEMBER 2005**



**Group Photograph of the Participants of the First Heavy Vehicle Rescue Loudoun County D.F.R.S. Course. Participants include the Instructors, Tow/Recovery Truck Operators and Students.**

**See Story on Page 5**

## Alternate Channel

is a monthly publication for members, families and supporters of the Loudoun County Fire-Rescue system produced by the Loudoun County Department of Fire-Rescue Services.

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### **Alternate Channel**

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& Rescue Services  
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Leesburg, Virginia 20175

**Deadline Submission Date:**  
Submissions for the  
Alternate Channel issues are  
due by the first business day  
of the previous month.  
Example:  
May 1st for June Issue

### **Company Reporters:**

Co. 1 J.B. Anderson, &  
Ian Buchanan  
Co. 2 Rick Reaves  
Co. 3 Buddy Owens  
Co. 4 Jack Frear  
Co. 5 Jim Reed  
Co. 6 Lauren Law  
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Co.17 Rodney Krone, Jr.  
E.C.C. Janet Maurer

## **The 411 From The 911** **When Lightning Strikes** **by Janet Maurer**

Wednesday July 27, 2005. It was a normal day in the ECC. The National Weather Service was predicting a thunderstorm in the late afternoon. Whether you are in Administration, the field, or the ECC, everyone knows that it gets busy when storms let loose. Some pre-planning is done and then you just roll with it. It started raining, thundering, and lightning around 17:15, but there was still nothing unusual happening. As the trees and wires came down, the call volume went up. But, at 17:33, it became anything but a normal summer thunderstorm. That was when the call was received for a lightning strike in Lucketts that affected not just one, but four people.

I wanted to do something more than just write about what happened, with that call. So, I decided to do some research and I was a little surprised as to what I found. First of all, for all you critics out there, I spelled lightning correctly. I know it looks wrong, but it isn't.

Lightning strikes injure about 1,000 people and kill about 100 people, in the United States, each year. Most injuries present as skin surface burns, but some cause internal injuries, heart attacks, or even cardiac arrest. It is estimated that 10% of all victims die. Strikes can also reach 50,000 degrees Fahrenheit, which is four times hotter than the surface of the sun. Cloud to ground strikes can travel up to six miles. The most dangerous lightning is at the very beginning and at the end of a storm.

I have always wondered about the joke that you have better odds of being struck by lightning than you do of winning the lottery. Have you heard that one? Well, apparently that's not just a joke - it's true! Odds of winning the Lotto South are approximately 1:13.9 million, depending on the amount of tickets sold. Odds of being struck by lightning, in the United States, are 1:700,000. And then I found out that the odds of being struck by lightning, in your lifetime, are 1:3,000! Oh, and that's IF you live to be 80 years old! What? Are you kidding me? Not only did I do a double-take on that one, I checked several web sites and they all said the same thing.

I also found out that, if you are caught outside in a storm, that the best thing you can do is not to take cover under a tree or in an open building. Ok, well I knew that, but I didn't know that you should get into a crouching position, get up on the balls of your feet, and cover your ears. This is to allow as little contact with the ground, as possible, and to protect your eardrums. If you are lucky enough to have access to a vehicle, make sure it has a metal top and the windows are closed. This enables the lightning to travel down the metal, through the tires, and then diffuse into the ground. But don't open the window or touch the outside of the vehicle, as then you place yourself in its' path.

The 30 – 30 Rule states that if you see lightning and do not hear thunder within 30 seconds or 30 minutes have passed, since the storm has ended, then you are considered to be in a safe area. That rule is currently being debated. They are now finding that lightning can travel through the ground, up to 10 miles, and still connect with a person.

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## Water Rescue

Early in the morning of July 8, we received nearly 5 inches of rain, which prompted flash flooding in most of the usual places. At 08:05 AM, ECC received a call from VDOT, that they were on the scene at Hibbs Bridge and Snickersville Turnpike to put out the road closed, high water signs, when they found a vehicle in the water with the occupant on the roof. Co 8 responded with Wagon, Brush, Unit, CT 801, Chief and took position on the North side of the Bridge and deployed people down stream. Additional resources that responded were Co 17 with their Boat, and Tower Ladder 2. On the South side, we had Ambulance 3-3, Squad 3, BC-3, CT302, Safety 601, Loudoun 9, and wagon 7.

Our first attempt was with Boat 17. The water was too swift to maneuver safely, so we had them hold their position downstream. We deployed Tower 2 by backing down and extending its tower out to the stranded truck. It was a few feet short, but used a roof ladder to extend to the cab of the vehicle and safely remove the stranded driver. Every one went home safely, maybe a little wet, but safe.

Thanks to every one on the scene and to ECC for their help.

Submitted by:  
Bill Schwartz , Chief 8



## Articles and Photographs Needed

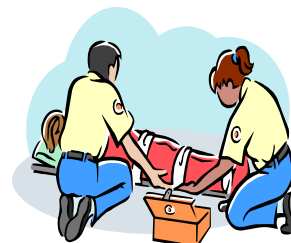
**Please send to Loudoun County Department of Fire & Rescue Services**

## OCTOBER 2005

### Regularly Scheduled Monthly Meetings of the Loudoun County Fire & Rescue System

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3 Companies 1,3,5,6,11,16	4 <b>BLS Committee</b>	5 Companies 13 & 17	6 Company 15	7	8
9 Company 14	10 Companies 2,7,8,9,12	11 <b>Rescue Chiefs</b>	12 Company 10 <b>R&amp;R Committee</b>	13	14	15
16	17 Company 1 <b>ALS Committee</b>	18 <b>EMS Council</b>	19 <b>Fire Council</b>	20	21	22
23	24 Companies 4 & 8	25 <b>Fire-Rescue Commission</b>	26	27	28	29
30	31					

## TRAINING



EMT-Enhanced Refresher  
September 8-25, 2005



AHA CPR-Healthcare  
Provider  
Sat. October 15, 2005  
Sun. December 4, 2005



## READI-SEPTEMBER 2005 Virginia Course Schedule

### **AWR 103 WMD Crime Scene Management\*/ PER 201 WMD HazMat Evidence Collection\***

#### Date Location

September 13 T 8AM-5PM Northern Virginia Criminal Justice Academy- Ashburn, VA (AWR 103)

September 14-15 W-TH 8AM-5PM Northern Virginia Criminal Justice Academy- Ashburn, VA (PER 201)

\*Note: AWR 103 is a pre-requisite for PER 201. Students wishing to enroll in PER 201 MUST enroll in AWR 103.

### **MGT 310 Weapons of Mass Destruction (WMD): Threat and Risk Assessment Local Jurisdiction**

#### Date Location

September 20 – 22 T-TH 8AM-5PM Prince William County Public Safety Academy

### **Special Offerings—SPC 006 Managing Metro Emergencies**

#### Date Location

Sept 20 T 8AM-5PM READI – Ashburn, VA

Sept 24 SAT 8AM-5PM READI – Ashburn, VA

**Please try to register 2 weeks prior to course start date.** To register please send an email to [readi411@gwu.edu](mailto:readi411@gwu.edu) or call (703)726-3700. For more information, please visit us [www.readi.gwu.edu](http://www.readi.gwu.edu). For any other questions, call the READI office at 703-726-3700.



## Loudoun County D.F.R.S. First Heavy Vehicle Rescue Course

Loudoun County Department of Fire and Rescue Services, with funding and support from The Body Works, Inc., recently delivered the County's first Heavy Vehicle Rescue class, June 21-23, 2005. The class was held at the old Barber and Ross site in Leesburg and utilized vehicles donated from Loudoun Quarries, Waste Management, Hazel Construction, Betson Trucking, and Loudoun Truck Center. There were also breakfast and lunch items donated by the Giant Food and Costco in Leesburg. The class was an overwhelming success, but none of it could have been accomplished without the support from The Body Works, Inc.

The lead instructor, Wes Wilburn from Wes Wilburn Consulting (Tow Truck Driver Training and Education), delivered a program that is designed to allow fire - rescue personnel to train along side tow truck recovery operators when handling an accident scene involving large/heavy commercial vehicles. Assisting with the fire department aspect of this course was John Burruss from Charlottesville-Albemarle Rescue Squad (CARS). John, who is a Virginia Department Fire Programs Adjunct Instructor for Heavy Vehicle Rescue, teaches this course every year at VE-HEXT - Heavy Truck Rescue School in Charlottesville, Va. John also brought with him CARS Squad 135 to be used during the hands-on portion of the course.

This course gave both tow operators and fire-rescue personnel the opportunity to learn more



Students using tow truck as a platform to work form to remove drive side door.



Instructor John Burruss talking with Captain Justin Green.

Instructor Wes Welburn discussing the types and grade of chains.



about each other's operations in both a classroom and hands-on training environment. The students for this class included career and volunteer fire - rescue personnel, as well as five tow truck operators from The Body Works, Inc. During the practical sessions there were opportunities where the firefighters and tow operators traded roles and had an opportunity to work with each other's equipment.

Through general vehicle extrication courses we have trained to handle stabilization of passenger type vehicles with the equipment carried on Squads and Rescue Engines. Most accidents that involve large/heavy commercial vehicles are carrying some type of load, such as you would find in cement mixers, dump trucks, and tractor trailers. When working at these incidents, our lifting and stabilization equipment is not designed to handle these types of weight loads. During the course's practical scenarios it became clear that tow trucks and recovery vehicles are the optimum tool for stabilization of large/heavy commercial vehicles. The tow/recovery vehicle operators who deal with large/heavy commercial vehicles on a regular basis have the expertise to stabilize and lift these heavy loads. They are an integral resource that should be considered when responding to an accident reported to involve a large/heavy commercial vehicle. Again, Loudoun County Department of Fire and Rescue Services would like to thank Body Works, Inc. for their support and participation.

*Submitted by:*  
*Lt. Kenneth Snowden*



The use of one of the recovery trucks to help stabilize the overturn tractor trailer.

The 411 From The 911- Continued from Page 2

In Lucketts, none of the stats and none of the protective measures mattered. At 17:33, not very long after the storm began, Dispatcher Jason Russell answered a 911 cell phone and was told, "I've been hit." He replied, "You've been hit? By what?" Silence on Jason's end and then he said, "You've been hit by lightning?" I was on A Dispatch and, as soon as the call arrived in waiting, I started to dispatch A10 and CT99 from Station 13. I tuned in to Jason's end of the conversation and, during first announcement, I heard him say, "How many **of you** got hit?" So I turned and looked at him and said, "How many, Jason?" and he held up 4 fingers. Holy cow! Wow! I told Shift Supervisor Ricky Alford, "I'm adding both of 13's medic units!" He agreed, so during second announcement, that's what they got: A10 and both medic units from 13. Knowing that this was a serious call, ER10 and Command 10 added on. When units began to respond, Dispatcher Chris Piper clearly advised the severity of the situation. Luckily, Medic 17 was in the area, so they added on to help, as the caller had told Jason that his brother wasn't breathing and no one was able to get to him to help him or do CPR. The decision was made to move the incident to an Operations Channel and ECC Manager Patty Turner worked 6C for the duration.

Although I had lost track of the happenings by this time, we were really busy and had gone into Condition 2, I still tried to keep an ear tuned into Jason's conversation, whenever I could. Once again, I was so very much impressed with his treatment of this call and the caller. He stayed on the phone with the caller, talked

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# Precious Cargo - Handle with Care

## PEDIATRIC SAFETY & CPR DAY

**Saturday, October 15, 2005**

Eastern Loudoun Regional Library  
21030 Whitfield Place, Sterling, VA  
(Cascades Marketplace)

**Times: 10-12 AM Pediatric Safety  
2-4 PM Family & Friends  
Pediatric CPR (CPR class is  
NOT for certification)**

### **Learn about:**

- \*First Aid for Your Child    \*Child Safety Seats**
- \*Poison Control**
- \*Making the Right Call-911   \*Childproofing Your Home**
- \*Ask an EMT/ Q&A about Emergencies**
- Life saving Pediatric CPR skills**

**Class fees are \$20. 00 for one class (am OR pm)  
\$30.00 to attend both classes (am AND pm)  
Great giveaways & special raffle for basket of prizes  
Call 703-737- 8093 for more info or to register.**

*Presented by Loudoun County Fire Rescue  
Public Education Committee*



The Department of Fire & Rescue Services bids farewell to Tina Alley (pictured above), the Buyer for Loudoun County Department of Fire & Rescue Services. Tina has worked for Fire & Rescue Services for over 10 years. Tina has accepted a Procurement Specialist position with the Civilian Police International (C.P.I.) located in the Ashburn area.

We are happy for her as she advances her career, however, we will miss her energetic personality and her dedication to her job.

Congratulations and  
Good Luck!

We will miss you!

**LOUDOUN COUNTY'S  
WEB SITE ADDRESS**

**[www.loudoun.gov](http://www.loudoun.gov)**

to him, gathered as much information as he could, and calmed him. I'm sure that was no easy task, as this was a teenage boy he was talking to and the boy couldn't feel his legs, couldn't get to the his other two friends to check on them, and knew that his brother wasn't breathing. Jason talked with him and reassured him the entire time and even managed to get him to put one of the first arriving personnel on the phone so that he could confirm number of patients and that one was actually in respiratory arrest.

Jason was told that there were indeed four patients and that one was in cardiac arrest. They hung up, the ER was contacted so that they knew what was happening, and the units on the scene got to work. The crews pulled the caller's brother into the shed and applied the AED as he was a confirmed cardiac arrest. The medic units arrived on the scene and, together, the code was worked successfully as a pulse was regained on the scene. All four patients were transported to the hospital and eventually the child, who had gone into cardiac arrest, was transferred to the Burn Unit at Washington Hospital Center.

Jason was answering the 911 lines during the entire storm and some business lines, when possible. Later in the storm, he just happened to answer a business line as Dispatcher Golda Kiger was busy with other business lines. The news media began calling and wanting information. He told them, "I'm sorry, but I'm just too busy to talk to you right now." That's pride, professionalism, and someone who really cares about the job!

**Job well done by all!!!**

*For further information, there are several web sites that you can visit. Sources used, for this article: [www.strikealert.com](http://www.strikealert.com) -- [www.lightningtalks.com](http://www.lightningtalks.com) -- [www.lightningsafety.noaa.gov](http://www.lightningsafety.noaa.gov)*

**ICE**

**Many e-mails have been circulating nation-wide on programming the word ICE into cell phones with the number to contact next of kin in an emergency. FYI there was an article that appeared in the Washington Post on Monday, July 18, 2005. Since it seems that everyone these days carries a cell phone, such an initiative may be a good idea and may have some positive effects. Many individuals who have read this or other articles or e-mails over the past several weeks may have actually programmed numbers into their cell phones, if so it may provide a source for some important contact information especially when a patient is found or arrives unconscious.**

**Leo Kelly**

**NOTICE OF CHANGE**

**Due to the retirement of Frankie Rust, Volunteer Coordinator and Designated Infection Control Officer, the following LCFR personnel will handling the below duties:**

**Carmelina Rebano-Volunteer paperwork, database and roster; Bob Swarthout-Infection Control; and Tim Menzenwerth-Photo ID's.**